









**THE CANADIAN  
PACIFIC RAILWAY**

**THE CANADIAN PACIFIC RAILWAY**

**Is Loyal to Canadian Interests—Have  
Used Their Best Efforts to Distribute  
the Benefits of Their Operations to the  
People of the Dominion**

*(From the Montreal Witness, Feb. 19, 1914.)*

The people of British Columbia are not easy to satisfy in the matter of the benefits of the Canadian Pacific Railway. The press and people of Canada generally should make it in order to secure to the people of the Dominion the greatest benefit from the Canadian Pacific Railway business, but the Canadian Pacific Railway Company has been generally approved at least by the Victoria, B.C., Times. It says:

"The Canadian Pacific Railway Co. has shown unweariedly, yet characteristically, energy in dealing with the Klondike problem. They have already effected the United Kingdom with literature in the highest degree of efficiency. They have been very judicious in no abuse or misrepresentation of the public mind. They have been very busy but in such a manner that thousands who would have gone to the Klondike for nothing and others American points come to Vancouver and the Canadian Pacific cities. The C. P. R. can

the skulls of the mummies have been exhumed, from the burial places of the Incas, in Peru. The specimens are well preserved from the ravages of the many centuries that have rolled over them, and show that their possessors belonged to a race of ovoidal head, and were hairy people; for on transverse section, the shafts are markedly, the transverse section seen of hairs from our straight hair, though ovoid, hairy people of today, as the French and Spaniards

company's credit that all their effort  
has been to divert the travel to Cas-

patriotism, but the U. P. R. have certainly in this matter done all within

[illegible]

—Dr. Pierce's Pleasant Pellets. They regulate and invigorate the stomach, liver and

[illegible]

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munications were opened up with the Dominion Government, regarding the exchange of lands, which it was thought would be of benefit to the company. The result of these negotiations has been most successful, and I am pleased to have this opportunity of testifying to the uniform courtesy extended to us by the Department of the Interior and the Canadian Pacific Railway. I would specially refer to the generous treatment we received

at the hands of the President of the railway, Sir William Van Horne, and the encouragement he has given us to proceed with our work in the North West. He fully recognises that we have done our part in proving that the district in which our lands are situated is capable of supporting large herds of

cattle and sheep, thereby yielding a good return in traffic to the railway. The grasses in this dry region become cured on the ground in the autumn in such a way that the nutritive qualities are retained, and stock grazing on this

dry grasses will keep in good condition in the winter. With irrigation this country would retain its natural advantages for stock raising, while moisture will be artificially supplied to enable large quantities of hay to be

grown, or even, in some cases, agriculture to be carried on successfully. Cattle are driven north from Texas to fatten on the grasses of the North Western ranges, and occasionally come over the border into our ranching

country. We have gone on carefully improving our herd of cattle, and by the introduction of thoroughbred bulls have brought the herd up to a high standard, the good results of which are shown by the prices we get for our

beef cattle. We had greatly reduced the number of our sheep, but now that we have, by the exchange of lands, secured the necessary winter camps and by irrigation the certainty of a good hay crop, we are in a position to

again increase our stock to any size that will prove most remunerative in results. A few sales of land have been made, which will show in next year's returns, and your board will lose no chance of realizing by the sale of all lands not required by the reserve of

We have already constructed some five miles of ditches and irrigated about 1,500 acres of land for hay growing, and this acreage under irrigation we hope to materially increase during

he hope to considerably increase during the current year and thus bring our lands into the best possible shape for the purposes of ranching. Now while the company was formed for the purpose of realization of assets, it has always been understood that if the

business could be shown to be paying the eventual sale would be far more satisfactory, and your board has recognized the fact that the surest way of getting the most out of the property for the shareholders was by contin-

ing the policy they have so far pursued. The wonderful development of the gold fields of British Columbia has provided an excellent market for our sheep, and the influx of population into that country and the Klondyke

region will result in an increased demand for the food supplies and products of the North West. I beg, gentlemen, to move that the report and statement of accounts, as now submitted, be received and adopted.

and that a dividend at the rate of 7½ per cent. per annum be, and is hereby declared. (Applause.)  
Mr. Rathbone seconded the resolution, which was unanimously carried.  
Mr. Strachan moved a vote of thanks

the chairman for his services during the past year, and alluded especially to the successful manner in which he had carried out the delicate negotiation with the Canadian Pacific railway company and the Canadian

government during his recent visit to the Dominion. The exchanges of kind which he had brought about would be of great benefit not only to the company but to Canada. In the words of thanks he also wished to be in-

ded Mr. Springett, the resident rector, and Mr. Andrews, the manager. Mr. Rathbone seconded the motion, and it was unanimously carried. The chairman briefly acknowledged

compliment and endorsed all that had been said with regard to the valuable services rendered by Messrs. Ringett and Andrews.

**AN ALL CANADIAN ROUTE**

the Klondyke Advocated by Mr. Oliver, M. P. Before the Toronto

Mr. Frank Oliver, M. P. for Alberta, W.T., addressed a special meeting the members of the Board of Trade yesterday morning on "The All Canadian Route to Klondyke." He pointed

out the two established Hudson's  
y trails, stretching from Edmonton  
Alaska, the one to the west by way  
the Peace and Pelly rivers, the oth-  
to the north following the course  
the Athabasca and Mackenzie

ers. The trail through the Peace  
district was to be preferred. It  
through a rich country that would  
ply forage for horses and cattle.  
ere was also gold in that country,  
aggon road from Edmonton to the

rigable rivers would establish communication to the Klondyke. Such a road would cost from \$100 to \$400 per mile. He would urge the Government to grant a subsidy for the construction of this road. It is to the interest

every Canadian to open up the  
North West Territories and the Paci-  
fic Coast routes were not benefitting  
Indians east of the Rockies.  
Americans were not opposed to going  
to the Klondyke over the Edmonton

Dr. Kempin sustaining Mr. Oliver served that the Edmonton route would establish an outlet for North west products to the gold regions.

The Edmonton route was constructed—the railways would have to reduce their rates to that point before it could become a trade headquarters. At present the rate to Edmonton was double the rate to Vancouver—Toronto World.

Washington despatch to the Winnipeg Tribune says that there is no doubt but that the United States Government are making notice

The steamer Kootenay, which struck rock near Hobson last week, has had a hole in her hull repaired, and is making her usual trip between

port and Arrowhead, 7

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CIGAR  
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THE SALMO  
Consolidated Gold Mining

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The good old reliable Calgary Brick Yard is again to the front and turning out a superior article. Those who contemplate building or who require brick for any purpose will do well to communicate with the proprietor for prices, etc., before sending a bargain elsewhere. Correspondence solicited.

**Peter Collins, Proprietor.**

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Calgary, Alberta, N. W. T.





CHARLES E. TISDALL, VANCOUVER B. C.